



City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Project Number: 3013238
Applicant: Dave Schneider for Lakeside School
Address of Proposal: 14050 1st Avenue NE

SUMMARY OF PROPOSAL

Land Use Application to allow a 2-story 65,000 sq. ft. Athletics Center (Lakeside School) and 3 temporary portables. No change in parking. Existing Gymnasium building to be removed.

The following approvals are required:

Administrative Conditional Use – to allow expansion of a private school (SMC23.44.022)

SEPA Environmental Threshold Determination (SMC Chapter 25.05)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

SITE AND VICINITY

Site Location: The Lakeside School upper campus is located in north Seattle and consists of three parcels totaling 27.2 acres. The largest parcel is located between NE 140th and NE 145th Sts. and 1st and 4th Aves. NE. This parcel is where the central campus is located and is the site of the proposed development.

Portions of the campus are mapped as environmentally critical areas (ECA) due to steep slopes exceeding 40 percent, and wetlands. The proposed development is located near mapped steep slope. After review it has been concluded that the steep slope mapping appears to have been

created by previous legal grading activities associated with street improvements and site development. For these reasons no ECA Steep Slope Variance is required.

Zoning: Single Family 7200

Parcel Size: Approximately 20.6 acres

Existing Use: Private School

PROPOSAL DESCRIPTION

The proposed project is an approximately 65,000 sq. ft. athletics center, which will replace the existing 2-story 42,000 sq. ft. gymnasium facility, located in the northern portion of the central campus. The new structure will be located in the general location of the existing structure with the foot print expanding by approximately 8,400 square feet

The existing parking lot to the west of the existing facility will remain, with no expansion. Access to the new structure will be approximately the same as the current access.

Three portables, totaling 4,250 square feet will be used during construction to accommodate the athletic education and competitive sports programs.

PUBLIC COMMENT

The public comment period ended on August 8, 2012. No public comments were received.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE (SMC 23.44.022)

The Land Use Code allows the expansion of existing institutions in single family residential zones through the administrative conditional use process. The DPD Director has the authority to approve, condition or deny a conditional use application. This decision shall be based on whether the proposed use will be materially detrimental to the public welfare or injurious to property. The applicable criteria used for evaluating and or conditioning the applicants' proposal are discussed below.

D. General Provisions

New or expanding institutions in single family zones shall meet the development standards for uses permitted outright in Section 23.44.008 through 23.44.016 unless modified elsewhere in this subsection or in a Major Institution Master Plan.

The plans submitted with the application meet applicable development standards enunciated in Section 23.44.008 through 23.44.016.

E. Dispersion

The lot line of any proposed new or expanding institution, other than child care centers locating in legally established institutions, shall be located six hundred feet (600') or

more from any lot line of any other institution in a residential zone, with certain exceptions.

There are no other institutions in single family zoned properties within 600 feet of the project site.

F. Demolition of Residential Structures

No residential structure shall be demolished nor shall its use be changed to provide for parking.

No demolition of residential structures is proposed; therefore, this criterion is not applicable.

G. Reuse of Existing Structures

Existing structures may be converted to institution use if the yard requirements for institutions are met.

The proposal does not include the conversion of existing structures to institution use; therefore, this criterion is not applicable.

H. Noise and Odors

For the purpose of reducing potential noise and odor impacts, the Director shall consider the location on the lot of the proposed institution, on-site parking, outdoor recreational area, trash and refuse storage areas, ventilating mechanisms, sport facilities, and other noise generating and odor-generating equipment, fixtures or facilities. The institution shall be designed and operated in compliance with the Noise Ordinance, Chapter 25.08.

The proposed institutional expansion and the use of (the existing) temporary portable buildings are not expected to generate any noticeable increased noise and odors from what currently exists. None of the activities proposed as part of the typical use of the site will exceed the maximum permissible sound levels as established and modified in the SMC Chapter 25.08.

I. Landscaping

Landscaping shall be required to integrate the institution with adjacent areas, reduce the potential for erosion or extensive stormwater runoff, screen parking from adjacent residentially zoned lots or streets or to reduce the appearance of bulk of the institution.

The school campus is heavily landscaped with mature trees, plants, and lawn. The project is leaving as much of the native vegetation as feasible and adding or replacing removed landscaping with new native species. Clearing of landscaping will occur at the NE corner of the existing gymnasium for the increased footprint of the new facility. New trees and other landscaping will be planted, especially along the north elevation which faces NE 145th Street. Stormwater runoff will be collected in a new on-site stormwater system.

J. Light and Glare

Exterior lighting shall be shielded or directed away from adjacent residentially zoned lots.

Glare and light from the proposed building lighting have been designed to limit impact to adjacent property owners.

K. Bulk and Siting

1. *Lot Area. If the proposed site is more than one (1) acre in size, the Director may require the following and similar development standards:*

a. *For lots with unusual configuration or uneven boundaries, the proposed principal structures be located so that changes in potential and existing development patterns on the block or blocks within which the institution is located are kept to a minimum.*

There will be no changes in potential or existing development patterns on the block as a result of this proposal. The 20+ acre parcel is composed of a contiguous, fairly regularly shaped boundary; no conditioning of the proposed Athletic Center is necessary due to the campus site configuration or size.

b. *For lots with large street frontage in relationship to their size, the proposed institution reflect design and architectural features associated with adjacent residentially zoned block faces in order to provide continuity of the block front and to integrate the proposed structures with residential structures and uses in the immediate area.*

The proposed athletic center is replacing an existing gymnasium so will not be changing the character of the school which has been at this location since the 1930's. The temporary portable buildings are located in the central portion of the campus, distant from neighboring residential uses.

2. *Yards. Yards of institutions shall be as required for uses permitted outright pursuant to Section [23.44.014](#), provided that no structure other than freestanding walls, fences, bulkheads or similar structures shall be closer than 10 feet to the side lot line.*

The proposed additions comply with yard requirements for institutions; no reduction in yards is proposed.

3. *Institutions Located on Lots in More Than One (1) Zone Classification. For lots which include more than one (1) zone classification, single-family zone provisions shall apply only to the single-family-zoned lot area involved.*

This provision is not applicable the lot in not located in more than one zone

4. *Height Limit.*

- a. *Religious symbols for religious institutions may extend an additional twenty-five (25) feet above the height limit.*

This provision is not applicable as no religious symbols are proposed.

- b. *For gymnasiums and auditoriums that are accessory to an institution the maximum height shall be thirty-five (35) feet if portions of the structure above thirty-five (35) feet are set back at least twenty (20) feet from all property lines. Pitched roofs on a gymnasium or auditorium which have a slope of not less than four to twelve (4:12) may extend ten (10) feet above the thirty-five (35) foot height limit. No portion of a shed roof on a gymnasium or an auditorium shall be permitted to extend beyond the thirty-five (35) foot height limit under this provision.*

The proposed structure complies with height limits requirements for gymnasiums.

5. *Facade Scale. If any facade of a new or expanding institution exceeds thirty feet (30') in length, the Director may require that facades adjacent to the street or a residentially zoned lot be developed with design features intended to minimize the appearance of the bulk. Design features which may be required include, but are not limited to, modulation, architectural features, landscaping or increased yards.*

All the facades of the proposed structure exceed 30 feet in length. The south façade faces into the campus. The east façade is separated from 4th Ave NE by landscaping and other structures. The west façade is separated from 1st Ave. NE by the existing parking lot. The north façade is setback approximately 42' from NE 145th Street. Features including landscaping, windows and modulation together with the setback from the street will adequately minimize the appearance of bulk so that it is no more intrusive than the existing facade. No additional conditioning is necessary.

L. Parking and Loading Berth Requirements

1. *Quantity and Location of Off-street Parking.*

- a. *Use of transportation modes such as public transit, vanpools, carpools and bicycles to reduce the use of single-occupancy vehicles is encouraged.*
- b. *Parking and loading is required as provided in Section [23.54.015](#).*
- c. *The Director may modify the parking and loading requirements of Section [23.54.015](#) and the requirements of Section [23.44.016](#) on a case-by-case basis using the information contained in the transportation plan prepared pursuant to subsection 23.44.022.M. The modification shall be based on adopted City policies and shall:*

- 1) *Provide a demonstrable public benefit such as, but not limited to, reduction of traffic on residential streets, preservation of residential structures, and reduction of noise, odor, light and glare; and*
- 2) *Not cause undue traffic through residential streets nor create a safety hazard.*

Lakeside School is currently deficient in parking per the requirements of Section 23.54.015. As the project is not causing an increase in students or staff it has been determined that no additional parking is required. The traffic report prepared by Heffron Transportation on June 25, 2012 summarized the following:

- The project is not expected to change traffic or parking demand during typical weekday conditions;
 - The school intends to continue its existing traffic and management efforts;
 - It is possible that the new facility could experience occasional but infrequent events with attendance higher than current conditions, however these events are not expected to result in significant impacts to traffic or parking;
 - No significant adverse impacts to roadways, traffic volumes parking demands, transit, safety or non motorized facilities are anticipated as a result of the project.
2. *Parking Design. Parking access and parking shall be designed as provided in Design Standards for Access and Off-street Parking, Chapter 23.54.*

No additional parking is proposed; therefore, this criterion is not applicable.

3. *Loading Berths. The quantity and design of loading berths shall be as provided in Design Standards for Access and Off-street Parking, Chapter 23.54.*

The school's existing loading docks located at a central facility which serve the campus are adequately meet these requirements including the increased square footage of the proposed facility.

M. Transportation Plan

A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of structure area and/or are required to provide an additional twenty (20) or more parking spaces.

Traffic. Number of staff on site during normal working hours, number of users, guests and others regularly associated with the site, level of vehicular traffic generated, traffic peaking characteristics of the institution and in the immediate area, likely vehicle use patterns, extent of traffic congestion, types and numbers of vehicles associated with the institution and mitigating measures to be taken by the applicant; A traffic report was prepared by Heffron Transportation inc. on June 25, 2012. As the proposed project is not adding staff, students or parking spaces the report was limited to existing operations, traffic and parking.

2. *Parking. Number of spaces, the extent of screening from the street or abutting residentially zoned lots, direction of vehicle light glare, direction of lighting, sources of possible vibration, prevailing direction of exhaust fumes, location of parking access and curb cuts, accessibility or convenience of parking and measures to be taken by the applicant such as preference given some parking spaces for carpool and vanpool vehicles and provision of bicycle racks;*

As no new parking is being added as part of the proposal, this was not addressed beyond providing the number of existing parking spaces and access.

3. *Parking Overflow. Number of vehicles expected to park on neighboring streets, percentage of on-street parking supply to be removed or used by the proposed project, opportunities for sharing existing parking, trends in local area development and mitigating measures to be taken by the applicant;*

As no new parking is being added as part of the proposal, this was not addressed beyond providing the number of estimated existing parking overflow.

4. *Safety. Measures to be taken by the applicant to ensure safe vehicular and pedestrian travel in the vicinity;*

As no new parking is being added as part of the proposal, this was not addressed beyond providing the number of estimated existing parking overflow.

5. *Availability of Public or Private Mass Transportation Systems. Route location and frequency of service, private mass transportation programs including carpools and vanpools, to be provided by the applicant.*

This information was provided in the submitted traffic report.

Conclusion

The general provisions for conditional uses in Single Family zones require a finding of whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity (*Section 23. 44.018C*). The uses that are proposed, together with the design and landscaping elements to integrate the new building with the surroundings will not be materially detrimental or injurious. The proposal is conditioned below to remove the temporary portable buildings at the conclusion of the construction activities.

DECISION - ADMINISTRATIVE CONDITIONAL USE

The conditional use application is **Approved with Conditions** as indicated at the end of this document.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant on June 28, 2012; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, *“Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”* subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during construction. The construction activities will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing

traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

During construction, existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. This immediate area is subject to traffic congestion during the PM peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays. This condition will assure that construction truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized upon approval of a by DPD with a plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short-term transportation impacts that result from the project.

Greenhouse gas emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long Term Impacts

Historic Preservation

The gymnasium to be demolished on site is more than 50 years old and was referred to the Department of Neighborhoods for examination of potential landmark eligibility. The structure were deemed unlikely to qualify for landmark status (LPB 393/12).

Greenhouse gas emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined not to have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2)(C).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS - SEPA

Prior to issuance of any Demolition, Shoring, Grading or Construction Permits

1. The applicant shall submit for review and approval a Construction Impact/Noise Impact Management Plan, as referenced in the decision above, to the Department of Planning and Development. The plan shall identify management of construction activities, dust abatement, and noise, including construction hours, worker parking, traffic issues and anticipated street, alley and sidewalk closures.

During Demolition, Excavation, and Construction

2. For the duration of the removal of the existing building, excavation of materials, and delivery of construction materials; the owner(s) and/or responsible party(ies) shall cause truck trips to and from the project site to cease during the hours between 4 PM and 6 PM on weekdays.
3. Debris and exposed areas shall be sprinkled as necessary to control dust; a truck wash and quarry spall areas shall be provided on-site prior to the construction vehicles exiting the site if scoop and dump excavation is not used; and truck loads and routes shall be monitored to minimize dust-related impacts.
4. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

CONDITIONS – ADMINISTRATIVE CONDITIONAL USE

Prior to Building Permit Final/Certificate of Occupancy

5. The portables shall be removed from the Lakeside School campus upon completion of the Athletic Center.

Signature: _____ (signature on file) Date: December 6, 2012
Beth Hartwick, Supervising Land Use Planner
Department of Planning and Development

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